

**SECRET**

DD/562-1811  
8 MAY 1962

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**MEMORANDUM FOR:** Deputy Director (Support)  
**THROUGH:** Special Support Assistant to DD/S  
**SUBJECT:** Overweight Shipment of Household Effects,  
[redacted]

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**REFERENCES:** (a) Memo of 9 April 1962 from Chief,  
WH/Support to DD/S  
(b) Memo for the Record dated 23 April  
1962 from Chief, Passenger  
Movement Branch/TD/OL

1. This memorandum is for information only.

2. For reasons stated hereinafter, the Office of General Counsel does not concur in the action recommended in paragraph 5 of reference (a).

3. It is contended in reference (a) that the hurried departure of [redacted] from [redacted] prevented adequate control over the local packers there and that the need for secrecy prevented the use of steel lift vans which it is also contended would have made lessened the excessive overweight of 6,240 pounds.

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4. This matter was referred by the undersigned to the Chief, Passenger Movement Branch/OL, for comment on the technical aspects of packing and shipping. As will be readily seen from his memorandum, reference (b), the use of steel lift vans actually would have made [redacted] freight shipment heavier and not lighter. In addition, the Passenger Movement Branch found that the ratio between actual weight and cube of the shipments indicated a normal amount of packing. Thus it hardly seems reasonable for [redacted] to maintain that the use of wooden packing vans which were lighter than the steel vans he states he would have preferred, caused him to be overweight by some three tons.

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ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED  
DATE 2-27-02 BY [redacted]

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**SUBJECT: Overweight Shipment of Household Effects,** [redacted]

5. However, regardless of the above, we do not perceive that the overweight situation arose from an operational or security requirement of the Agency. In General Counsel's Opinion No. 53-2, dated 12 January 1953, in which a claim for expenses resulting from cancellation of travel orders was denied, it was stated in part:

"4. Although it may be stated that in this situation operational and cover considerations were involved, this indeed may be said to be true to a greater or lesser degree in nearly any situation involving an Agency project, and the mere presence in the picture of cover or operational considerations is not necessarily the determinative factor. The basic fact is that whatever the reason, the travel was cancelled or postponed which is not a situation peculiar to CIA."

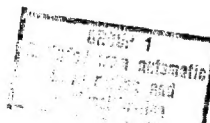
The fact that [redacted] of necessity had to make a hurried departure from [redacted] is not a situation which is unique or peculiar to this Agency. Emergencies requiring expeditious or unanticipated early departures can and do occur in the lives of employees [redacted] overseas. It is a normal hazard of Government service. See General Counsel's Opinion No. 52-3, dated 10 April 1952. It appears clear then that the overweight situation was basically of the employee's creation. While it may be that on occasion certain packers are not as reliable as could be desired in making preliminary estimates of weight or cube, it is still primarily the responsibility of the employee to see that weight allowances are adhered to. To hold otherwise, would in effect make the Government responsible for errors in estimates by both employees and shipping firms, something which the Comptroller General would not countenance.

5. After careful consideration of the facts presented, we are of the opinion that the use of unvouchered funds for payment of this claim would not be a proper exercise of the special authorization granted the Deputy Director (Support) by R 30-110, paragraph 9.

[redacted]  
Assistant General  
Office of Logistics

**ATTACHMENTS:**  
Ref (a) and (b)

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OL/OGC  :feb/8870 (7 May 1962)

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ORIGINAL DOCUMENT MISSING PAGE(S):

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